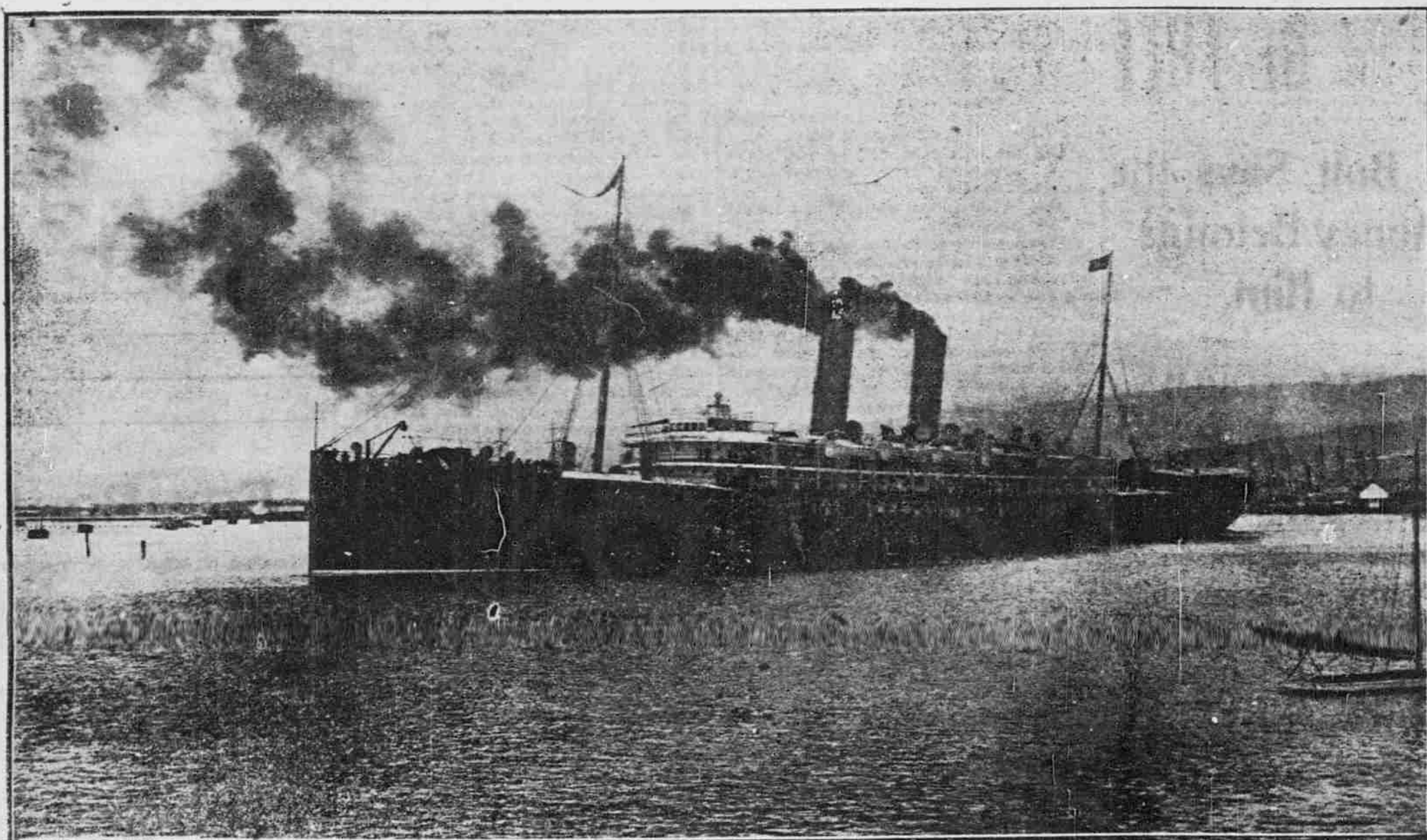


NEWS ALONG THE WATERFRONT



A fine photo of the giant Korea which is in Honolulu today on her way to the Coast with an enormous cargo of Oriental goods.

(Advertiser Photo.)

QUEEN OF PACIFIC MADE LAZY TRIP

Korea in No Hurry and Slowed Up in Order to Keep on Schedule Time.

Floating across the Pacific between this port and Yokohama the giant liner Korea, "the Queen of the Pacific," had two holidays while at sea, Christmas and New Year's. Captain Seabury brought his vessel lazily along yesterday morning. He did not try for a record but simply drifted as he had orders to make the trip only according to schedule and to do this he says but little steaming is necessary.

The Korea berthed at the Pacific Mail wharf and immediately started to discharge 1,323 tons of cargo for Honolulu. Her through cargo is a very valuable one as it consists of 6,000 tons of goods for San Francisco and overland. She has 1,068 bales of raw silk, 23,000 mats and sacks of rice, 1,487 bales of India coffee bags, and other merchandise.

On Christmas day the vessel's big saloon was elaborately decorated. Chief Steward Ashman served up what is said to have been the finest dinner ever served aboard of a Pacific Mail steamer. New Year's day was celebrated in a mild way.

A passenger described the voyage as a perfect one. There had been good weather all the way from Yokohama and only once did the vessel show any tendency at all to roll. The stewards put racks upon the tables in the saloon so that dishes would not be broken in case the steamer rolled too much. Captain Seabury entered the saloon after these had been put in place. He gave the racks a glance of contempt, then he called the steward. "Here steward," he said, "what are you trying to do. Take off those racks. Are you trying to spoil the reputation of my vessel. The finest steamer in the Pacific certainly does not ride so unsteady as to need fences around her dining tables in order to keep the dishes from escaping." The racks disappeared immediately, and the dishes remained in their places not being affected at all by the little roll of the vessel.

The Korea carries the following through passengers: Mr. and Mrs. A. S. Salkey, Mr. and Mrs. N. Cohn, F. C. Hubbell, E. H. Low, S. D. Poole, Commander R. C. Robber, U.S.N., E. C. Tobey, U.S.N., T. S. O'Leary, U.S.N., Frank S. Clarke, Fung Kang, Mrs. M. A. Kendol, L. Barmont, Mrs. A. E. Buck, Miss W. Kimball, J. Kluehl, K. Imalzim, Mr. and Mrs. C. Schlesinger, Major O. E. Wood, U.S.A., Mrs. R. Ellis, J. Mendelson, Lieut. Col. C. H. Jaeger, Mrs. H. Jaeger, Arthur Flinn, Dr. Geo. E. H. Harmon, U.S.N., Capt. H. L. E. Meyer, W. H. Meyer, Dr. and Mrs. J. S. Taylor and child, Mrs. E. Hope Walter, C. B. Scheldeck, Dr. T. C. Rosenbleuth, U.S.N., Rev. Andrew Reid, S. Minegishi, R. Masujima and Mrs. L. J. Morris.

Mr. and Mrs. E. F. Bishop were passengers for Honolulu, returning from a round trip made to the Orient on the Korea.

The Korea will sail at 3 o'clock this afternoon for San Francisco.

Steamer Alaskan Arrives.

The steamer Alaskan, twelve days from Seattle, arrived yesterday. She has 4,500 tons of freight for this port and is discharging it at the Railway wharf. She is to load sugar here and at Kahului for New York.

KOREA'S PASSENGERS FED WELL ON CHRISTMAS DAY

Christmas day aboard the liner menu was issued. It bore on the outside a picture of Captain Seabury, a great event and according to all accounts the head of the Korea's large family, Chief Steward Ashman, did some clever shopping in the hold of the vessel for he produced a Christmas dinner that is said to have beaten all other dinners served aboard steamers of the Pacific while at sea. A clever souvenir bill-of-fare was as follows:

Christmas Dinner, 1902

Lynhaven Oysters, Half Shell	
Consommé Royale	Puree of Fowl à la Reine
Plain Celery	Salted Almonds
	Radishes
	Queen Olives
Fresh Cod à la Crème au Gratin	
Salmon à l'Anglaise	
Boiled Mutton, Caper Sauce	Ham, Champagne Sauce
Smoked Ox Tongue, Piquante Sauce	
Entrées	
Fillet de Boeuf avec Truffes	Pork Cutlets, à la Robert
Fricassée of Sweetbreads	Oyster Patties
Quail on Toast	Banana Fritters
Curry Chicken and Rice, Indian Style	
Roman Pudding	
Roast	
Roast Prime Ribs of Beef, Yorkshire Pudding au Jus	
Roast California Turkey, Cranberry Sauce	
Roast Lamb, Mint Sauce	
Canvas Back Ducks	
Roast, Mashed and Snowflaked Potatoes	
Asparagus à la Crème	Fried Egg Plant
String Beans	Corn
	Tomatoes
English Plum Pudding, Hard and Brandy Sauce	
Hot Mince Pie	Cocoanut Pie
Peach Meringue	
Floating Island	
Cherry Tartlets	
Charlotte Russe	Lady Fingers
Assorted Pastry	Fruit
Pineapple, Young America, Edam Cheese	Macaroons
Dates	Lychee Nuts
Chinese Ginger	English Walnuts
	Raisins
	Chocolate Caramels
	Cafe Noir

First Shipping Cablegram.

The first cablegram to be sent over the new cable regarding shipping was received yesterday by W. G. Irwin & Co., and told of the departure of the steamship Zealandia on Monday from San Francisco. The vessel will probably arrive here next Monday. The message also stated that orders sent to San Francisco today by the Korea could be filled in time to send back here on the Alameda, which has been converted into an oil-burner and is again about ready to resume her run.

One Thousand Dollars Adrift.

Somewhere about the Islands a buoy, worth about \$1,000, and the property of the cable steamer Silvertown, is drifting. This is the marking buoy that was lost near Makapuu point. Captains of Island craft might get a little salvage by picking up that buoy and returning it to Honolulu.

Korea Carries Buck's Body.

One of the passengers of the Korea is Mrs. A. E. Buck, wife of the late Minister Buck, who represented the United States in Japan. She is taking Minister Buck's remains home for interment.

Getting a Move On.

F. C. Hubbell, an Iowa capitalist who has been visiting the Orient, arrived on the Korea yesterday, and after a tour of the downtown streets, said: "Yes, I think the cable will accomplish a great deal for Honolulu. I was here about six months ago. I am sure that people on the streets today move faster and that things look a great deal more active than they did then."

Bark Albert in Port.

The bark Albert, Captain Turner, arrived from San Francisco yesterday after a sixteen day passage. She has a load of general merchandise and is now lying at the new Government wharf. Captain Turner says that he had a poor wind for the first eight days but during the second eight spun along at a good rate, making from 240 to 250 miles a day.

The transport Solace, which has been in quarantine for some time owing to the discovery of a case of varioloid on board, still flies the yellow flag, but has commenced coaling and will probably sail for Guam and Manila in a couple of days' time.

CABLE SAILORS TO BE ASHORE TODAY

Steamer Silvertown Returned From Sea After Completing Her Task.

A happy rumor went around the cable steamer Silvertown shortly after she arrived in port at eleven o'clock yesterday morning. This was to the effect that the 127 members of the vessel's crew who have not had shore leave since the vessel left Portsmouth, England, will be allowed liberty today. Over sixteen thousand miles of sea, calling at ports a half a dozen times yet not allowed ashore makes a sailor anxious for a fling and the chances are that, when the English seaman goes over the side of his vessel today, he will see to it that every one ashore knows that he is also on land. The Silvertown is now lying at the new Government wharf. She will remain there a couple of days and take in coal and then go around to the Ewa end of the Railway Wharf and pay out about 200 miles of cable into the tank recently constructed at Iwilei. This tank is to hold the cable for repairs that at some future time may be necessary to the line connecting San Francisco and Honolulu.

Had one been aboard of the cable steamer off Makapuu Point on Thursday night a thrilling story could be written for the vessel's final work on the big ocean enterprise was surrounded by all that goes to make the setting of a powerful scene. When both the shore and deep sea ends of the cables had been brought on board of the Silvertown and tests made of them they were brought together on deck. Darkness came on and under bright lights men worked on joining the two cables. The gutta percha, coverings, and armor of each end was stripped off leaving the ends of copper wire in the cables exposed for about four feet. These were quickly welded and soldered together and a coat of gutta percha was plastered around the exposed section. Then there was a wait of two hours. The gutta percha had to harden before it could be worked upon further. At the end of two hours the coverings of the cable were wrapped about the gutta percha. After this strong steel wires, the armor of the cable, were wound around and it welded together.

The cable was now ready to drop into the sea. Perhaps at that very moment a message was running from San Francisco to Honolulu through the hands even of the men that held the big cable. Then the deck forward was cleared and lines were arranged in such a way as to drop the section of joined cable over the steamer's bow. This was the work of but a few minutes. As the cable was let go the wild waves of the channel were disturbed by a glad cheer for the Pacific Cable Company signifying that the ocean work of the Silvertown was done and that Hawaii had been joined to the mainland. Then three cheers were passed around to about all the officers and all except those concerned in the actual navigation of the vessel gathered in their quarters. The crew were served with an "extra dot of grog" and in the saloons a big supper was given with champagne flowing more freely than it has ever flowed before over that particular spot of the sea. Speeches were made, songs were sung, and general good-fellowship prevailed among the

J. W. MACKAY AS SEEN BY AN OLD NEWSPAPER MAN

"Once I went to Mackay," said Sam Davis of Carson City, "and said, 'John, old Lafe Peters died last night, and his widow hasn't got a damn cent left.'"

"How much had we better do for her?" Mackay asked.

"I guess we can stand \$500" I said.

"All right. How'll we divide it up? Even between us?"

"No," I said. "Let's divide it in proportion to our incomes. You write a check for the \$500 and I'll furnish a stamp to mail it with."

"All right," said Mackay, as he sat down to write the check, "but don't you ever let that woman know where this money came from. I'll make out the check to you, and you send her your check."

"John," I answered, "that wouldn't fool a sheep. Old Lady Peters knows mighty well I ain't throwing five-hundred-dollar checks around as if they were parlor matches."

"Well, I'll tell you what I'll do," said Mackay, with a chuckle, "I'll pretend that old Crooks sent the money, and when the blankety-blank old skinflint gets the letter of thanks the woman'll write him he'll drop dead with surprise."

"Crooks was one of Mackay's partners, and was even more noted for his stinginess than Mackay was for his generosity."

"Anyway, I took Mackay's check and sent it to old lady Peters. And I told her that the money came from John Mackay. The next morning I was walking down the street in Carson City when I saw old John standing on the sidewalk in front of his office. He was holding a sheet of paper in his hands and tears were running down his cheeks."

"Here Sam," he called to me, "you blankety-blank old blabber, you went and blabbed to old lady Peters, got blame you. And she's written me a letter that makes me cry, got hang it, and I don't like to cry. Here, you—stuffing the letter into my hand—read this letter and cry yourself."

"I read the letter, and then I cried. John Mackay grabbed it away and went into his office."

"A man Mackay had known slightly went wrong. He was charged with embezzling \$4,500. Mackay saw the news in the morning papers, and rushed straight up to the man's house. Only the embezzler's wife was at home, and she was in hysterics."

"Now, here, Mrs. Jenkins," said Mackay, "don't you believe a blamed word you see in these newspapers; don't you take a bit of stock in it. I know your husband mighty well, and I'll take an oath he never stole a cent. Ain't that kind of a man. But he is the most ornery, careless cuss I ever knew in my life. If there's \$4,500 missing, whv, I'll bet that miserable, careless husband of yours has left the money sticking around in the pocket of some of his old clothes."

"Go upstairs and look, Mrs. Jenkins. I'm betting you'll find the cash somewhere."

"The poor woman went upstairs and made a search through her husband's old clothes. Of course she didn't find anything. Down stairs she came, where Mackay was still standing in the hall."

"No, Mr. Mackay," she said, "I didn't find anything."

"Then she started to cry."

"Mrs. Jenkins," said Mackay, "there's your husband's old overcoat hanging on the hat rack. Now it would be just like him—he's so blamed careless and ornery—to leave that roll of bills in the pocket of that old coat. Suppose you go and look."

"The minute that woman got her fingers on the big bundle of money Mackay had stuffed in the overcoat pocket he took a shoot out of the front door."

men who had added a chapter to the history of submarine cable laying.

During the afternoon a light had been placed on the "marking buoy" situated a mile north of the spot where the cable connection had been made. Around this the steamer sailed all night and early in the morning picked up buoy, gear, and anchor successfully from the sea. She then started for Honolulu and arrived here about eleven o'clock.

The crew of the vessel were not doing a great deal of work yesterday. They were lounging about their quarters and swapping yarns and ideas as how best to enjoy "the good time" in Honolulu today.

Mr. Benest, chief of the expedition, visited the new tank at Iwilei and made his plans as to how the cable should be paid out and conveyed from the Silvertown to that point.

H. F. HARRINGTON OF CABLE COMPANY



H. F. Harrington, who succeeded Mr. Dickenson as the representative here while the first official went on to the Manila shore end, touching at Midway and Guam en route, has been with the Commercial Cable Company since 1884. He began his work in the cable service something more than twenty years ago with the French line at Sydney, Nova Scotia. He served at that station until he entered the Commercial line work, and since that time has been under the

direction of Mr. Dickenson. He has been steadily advanced, and is now the right hand man of his all-time chief.

He was one of the men loaned to the Pacific company by the Atlantic corporation, and came here only for the purpose of carrying out the plans of Mr. Dickenson, returning soon to his home station. Mr. Harrington is an Englishman, about 40 years of age, and a man of engaging and congenial manner, acute business knowledge and wide experience in his line of work.

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